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OUTLOOK.

Last week's warm weather made havoc with the ice.

It has been suggested that immigrants be taxed \$15 a head. Put it higher! It looks as tho' the standing room would all be taken.

Before the name of James G. Blaine is stricken from the list of Presidential possibilities the verdict of the Minneapolis convention must be awaited—Philadelphia News.

We see by the papers that one J. H. Manley states that Harrison shall have the Maine Republican delegates. Who is this Manley who has signed, sealed and delivered the Maine Republican party to the Harrison managers long before the National Convention is held?

We are indebted largely to a series of articles in the Boston Herald the past year for the facts contained in the electric railroad article which appears elsewhere. The article in question will be found of no little interest just at this time. The prophecy of the future development of electric railways into a network of freight and passenger lines that will connect community, county and commonwealth seems likely to have an early fulfillment. That Knox County will have the first complete electric railroad in the state is a matter for local pride.

The Gardiner Journal, which always has something pertinent to say on vital subjects, voices the sentiment of THE C.-G. in the following:

Notwithstanding Gov. McKinley's warning, the Ohio legislature proposes a referendum that will enable even the democratic effort in that line. By it 380,000 republicans will elect sixteen congressmen, while 365,000 democrats will elect but five. The law requires that representative districts shall be composed of contiguous territory and containing as nearly as practicable an equal number of inhabitants. If Congress should be a little farther and deny representation to such states as did not conform to these requirements, the governing business would be killed. As it is now the party in power, whether republican or democratic, seems determined to get all it can without any regard to fairness or law. Congress must to require some uniformity in the election of its members, and not allow one man, representing but 100,000 people to have as much influence as one elected by three times that number. Congress should represent the country, not one party only.

About two years ago Messrs. George P. Rowell & Co., of New York, the publishers of Rowell's Newspaper Directory, and several other publications of great value to concerns wishing to do business with the newspapers, started a very unique weekly, both in form (12 mo.) and name, Printers Ink. It was a new idea all through, and like new ideas generally, required large capital, much experience and utmost push to make it go. The publishers had to educate people and make a market for the publication. To what extent they succeeded may be judged by the fact that its editions now exceed 80,000, and the business probably \$200,000 per year. We doubt if any publication published once a week is read with more avidity. In fact we have seen it in many instances carefully preserved just as monthly magazines are preserved, so highly is it valued. Now, after allowing the publishers to proceed on these lines for several years, the Post Office Department rules that the journal is not legitimate newspaper and cannot be admitted to second class rates, but as third-class matter. The postage on the issue of January 13 amounted at third-class rates to \$9.95, besides the labor of attaching 80,500 stamps to that number of papers. At second-class rates the proper charge for postage would be \$69.72, making a difference in cost of mailing this one issue of \$73.21. In other words about \$1,627 a year at second-class matter, against \$11,860 as third class. In the meantime Rowell & Co. are paying this enormous sum under protest, until the Department can further consider the case. Of course it is outrageous that the law is so ambiguous that the Post Office authorities themselves can blunder in construing it, as they do according to the whim of the person in charge of the matter, and it ought to be changed immediately in justice to those compelled to suffer by such ambiguity. If Printers' Ink is not a newspaper, then there is not a weekly newspaper in the country. We believe it at present the best read and most carefully preserved journal in existence, and entitled to all the privileges accorded any newspaper by the postal laws, and hope to see the wrong done the publishers righted without delay.

IN DEMAND.

Gen. Cilly's services as orator seem to be in good demand. He has had three invitations to deliver memorial addresses this year—at Gardiner, Farmington and Oakland. He has accepted the invitation from Oakland.

COMPLETE ELECTRIC RAILROADS.

The History of Steam Transportation to Be Repeated.

Passenger Traffic First and Then Freight Carrying.—The Electric Road and Neighboring Communities.—A Case in Hand.—A Success.

Since the announcement was made in this paper that the proposed electric railroad from Rockland to Camden and Thomaston was to be a complete railroad, with both passenger and freight cars, there has been a great deal of surprise expressed, and quite a general scepticism regarding freight transportation by electricity. The argument that if electricity will move fourteen tons of people it certainly can move fourteen tons of merchandise does not seem to have any special weight, for the invariable reply is that it has never been done. This answer shows that the apparent scepticism is based entirely upon ignorance. A case in hand may perhaps enlighten our readers somewhat.

THE FIRST EXPERIMENT.

The first phase of the electric system which is now in process of growth, it is true, is that of exclusive provision for passengers; but the very means provided for the propulsion of passenger cars, (rails and electric conductors) are just as applicable to freight as to passenger transportation, all that would be needed for the change being freight cars equipped with motors and other appliances for electric propulsion and management.

The story of the first experiment in freight (express business), which was tried in Seattle, the Chicago of the Northwest, that progressive business city which dominates Puget sound, is apropos. This experiment was tried on one of the electric lines, which runs from Seattle to Ballard, a suburb, some seven miles distant.

In starting the freight service between Seattle and Ballard it was thought that, as the road ran to a suburb in town, the addition of a freight car to the regular equipment of passenger cars, to be hauled by one of them, would be a possible source of revenue, and would, at least, be a great accommodation to the patrons of the railway company. The expectation was soon fulfilled, and the new service met with prompt appreciation.

The freight business on this road grew so rapidly that it soon overtaxed the capacity of the experimental car, and a special freight car was built. This car is constructed on the model of an ordinary freight car, is 21 feet long, and is mounted on a tripp truck, with two Thomson Houston 20 horse power motors. The car makes three round trips each day, and carries daily from 12 to 15 tons of freight. Such freight is carried as can be unloaded quickly at any point on the line as called for and the charge for this line of freight will average from 12 to 15 cents for 100 pounds.

The company finds that the service pays, over and above salaries of driver and conductor (the latter also acting as express agent) better than any passenger car, and the facilities provided are greatly appreciated by the residents along the route served by the road. An express office has been opened at each end of the road.

Since the above experiment was tried the enterprise of adding freight accommodations to electric passenger roads has been inaugurated in several sections of the country, and everywhere with invariably satisfactory results.

In several instances electric freight tramways have been built or projected—some in New England, some in the middle and western states and one in Maryland some 18 miles in length.

A PROPHECY.

Electricity is but yet in its infancy, especially in its application to passenger and freight transportation. As to the practicability of carrying freight on tramways, as well as passengers, there can be no question whatever. It is simply a matter of weight to be borne along in either case, and the electric motor could be made to propel a car loaded with agricultural or factory products for the market and warehouses, or bales of wool, cotton and leather for the factory, as well as if the freight was composed of human beings.

That both a freight and a passenger service could be carried on simultaneously is one of the problems that would have to be met at the outset in such a mixed system, that is, unless the term between the close of passenger traffic at night and its resumption in the morning could be devoted exclusively to freight movement on the electric

tramways, as it is now to a considerable extent on steam roads.

But the growth of a freight business on the tramway lines would evidently soon demand for it a day business, for this is altogether reasonable when properly prepared for, the speed required on the track being not excessive at any time, and it requiring only proper terminal arrangements, such as turnouts, etc., and, perhaps, a supplementary train delivery—which could be made on small electrically propelled vehicles—to accomplish the end desired.

One of the notable things which we witness to-day is the steady and rapid growth of electric railway lines. The horse railway is being constantly superseded by the electric tramway, while all new lines projected, even in the most remote towns of the country, are intended to be run by the electric current.

Sections which are fortunately provided with abundant water power—in many cases where, owing to a combination of circumstances, such power has heretofore remained unutilized, or utilized on a very small scale—are waking up to the fact that they can obtain at a nominal cost, not only an abundance of power to run electric railways, but power to operate machinery, current to light their streets and homes, and even to warm, ventilate, as well as to furnish heat for cooking and other household needs.

The development in electric railways, as well as in other fields of electricity, is growing larger and more rapid with each succeeding year, so that to those who watch the signs of the times, it is not only a matter of calculation and reasonable expectation as to what may be expected in the next 10 years of electric railway progress, but as to what may be expected in all other branches of electrical development.

At the present time we are largely in the incipient stages of electrical development, and, perhaps, nowhere is this better exemplified than in electric railroading. All who are versed in electrical matters will readily acknowledge that our present methods of electric railway propulsion are not likely to be lasting; that, in fact, they will be superseded sooner or later, and, that, altogether, electric development is in a transition state.

HISTORY REPEATS ITSELF.

But, even as it is, in its early growth and development, it presents many analogies to those of our steam railway system. And it is, after all, quite natural that it should. It will be remembered that in the first 10 or 15 years of steam railroading in this country, only short lines of roads were built or projected.

As the economy and convenience of railways began to be better understood, these short lines were multiplied, and their usefulness largely increased by connection with other short lines of railway, until by this union of short lines, longer lines of travel and traffic grew, almost imperceptibly, until the advantage of through lines of traffic between states as well as towns began to be understood.

But even this general connected system of railways was incomplete, for it had to contend with the drawbacks of local management of the various links of the line operated, this management being often made oppressive through local jealousies which arose from various causes, among which was the apprehension that the through traffic of a line was of no benefit to the town or country that built the sections of road thus affected.

A curious illustration of this was given in North Carolina, less than 20 years ago, when the Governor of that state vetoed a bill passed by the Legislature whereby the section of railways owned by the state, and extending from Greensboro on the north to Salisbury on the south, and from Weldon on the east to Greensboro, was to have its gauge changed to conform with the standard gauge, the reason given for the veto being that such a change would facilitate traffic across the state from one state into another, and thus carry away from North Carolina the business it would otherwise have a share of.

It is, perhaps, needless to add that the gauge of the state road has been changed, and that it now forms a portion of the great Richmond & Danville system.

After a time the work of consolidating and connecting the various lines of railway which should properly form portions of through lines was undertaken. It was an arduous undertaking, and comprised not only the connection of a great number of short roads and their consolidation into continuous lines, but the extension of other roads, so as to

form independent lines. This was the method of railway development. After a time the consolidated lines were in their turn extended and their tracks in connection with other lines westward were made to form continuous and uninterrupted lines for freight and passenger traffic from the great grain and cornfields of the West to the cities of the seaboard.

Then there sprung into existence the various through freight lines, or their progenitors—for the through freightings was at first done in the railway companies' cars—and later the fast freight, or transportation lines, which own their own rolling stock, and carry breadstuffs and provisions from the far West at rates so low that it costs no more nowadays to have a barrel of flour carried from Minneapolis to Boston by rail than it does to carry the same barrel of flour from Boston to Everett in an express train.

SIMILAR AGENCIES.

In the development of the electric railway we behold somewhat similar agencies at work. In that system we now witness the construction of many small sections of railways, designed, primarily, to meet the wants of local travel, such as connecting the residential with the business or the industrial centre of such places, or of affording cheaper facilities for reaching the village stations.

In other cases where railways occur adjacent to one another we find the lines of electric railway extended, often to embrace several towns in its scope.

Then we find new electric railways projected, which are designed to embrace a number of towns, and to even terminate in some large city or business centre. A line of this character is that which is projected from North Attleboro, Mass., to Providence, by way of Pawtucket. Another such enterprise is the proposed electric road in Whitinsville, which is to connect that town with Manchaug, East Douglas, Douglas, Linwood, Uxbridge and perhaps Millville.

In these and several others of a like nature in this state, throughout New England, and, indeed, throughout the entire country, we see initial movements toward a general system of transportation which are strongly analogous to those which prevailed in the incipency of steam railroading.

In the latter case the development of trunk lines and through travel and freight business more plainly to be seen. It has been of incalculable benefit to the industrial and business interests of the whole country.

COMMUNITIES CONNECTED.

In the case of electric railway development, the result will be practical consolidation of contiguous communities until the people of each state or section may become in fact, if not in name, one community, to their great and mutual advantage. For just as surely as steam railroading has brought our distant sections closer together, and increased and cheapened their facilities for exchange of products, to their great material advantage, just as surely will the development of the electric railway bring to the people similar advantages, stimulating industry, increasing business, taking away many of the hardships which now exist in the interchange of products, and affording to the poorest many of the comforts and conveniences which are now beyond their reach.

We hear, then, that the conditions for a general system of electric railways are beginning to crystallize in the change of local horse railway lines to electric lines and the projection of new lines, some purely local, and some extending considerable distances and embracing several communities.

The rapid multiplication of these short lines, or links, of local traffic, will soon present the opportunity to forge them into continuous chains or lines of a general system, and this will be done when the various communities which own and operate them are the necessity of such a general system.

Such a combination of lines once begun will not stop short of a fulfillment of what will become a general desire for a complete electric railway system, connecting not only every town and city in the state, but making connections with similar systems in other states, for a system of this nature cannot be confined to any one state or section, but must become general throughout the land.

The experience which we have acquired in the development of the steam railway system will enable us to deal with the matter of consolidation of the various local lines into continuous lines of traffic and the development of the freight and express business in a manner that ought to produce early results, so that it is not unreasonable to expect that at this epoch more can be achieved in 10 years than could formerly be accomplished in 30 or 40 years.

TRIP OF THE JENNIE HARKNESS.

The Travels of a Rockport Lady in Far-Off Lands.

Last Glimpse of Australia—A Christmas Present—Beautiful Days at Sea—A Visitor—The Mirage of Corsica—At Mentone, the Beautiful.

The last I saw of Australia was Oct. 29 when we were towing out through Sydney Heads in company with the American mail steamer Alameda; and now, five months afterwards we are basking in the smiles of sunny Italy. Our voyage as far as the Strait of Gibraltar was an uneventful one, full of clear days and smooth sailing, and with comparatively little cold or disagreeable weather. We came around the Cape to the southward of the "roaring forties" and were with the albatross and penguin for weeks together.

One day just before Christmas a teal duck flew on board, and as our stock of delicacies had considerably diminished since passing the "Horn," we looked upon the timely arrival of poor web foot in the light of a special Providence. Of course, it was sent to us expressly for our Christmas dinner; this we did not doubt. How could it be otherwise when here we were 450 miles from the nearest land [Falkland Islands] and without bird of any kind with which to grace and give dignity to our feast on the merriest day of the year? Everybody was in ecstasies over the matter. The carpenter lost no time in constructing a temporary lodge for our visitor, a sort of pagoda and summer house combined. The steward cooked corn meal pudding and helped him bountifully to it, and we all hoped, oh, so sincerely, that he would grow fat and contented, that he would not pine away in trying to become resigned to his fate. But that is just what he did do, poor, poor bird. We buried him in the damp, deep blue ocean. But nevertheless, our Christmas dinner, although not a feast to be envied, was a most enjoyable occasion and thoroughly relished, way down to the champagne and sponge cake that brought the repast to a close.

A SERIES OF LONG DAYS.

We were having long days then, for it was Summer time in those latitudes, the sun rising at a little after three and not setting until nearly nine. It seemed so strange at first to eat supper while the day was yet glorious, but we soon got used to it, and although I do not remember of ever retiring before sunset, yet I often wished that it would grow dark, for at eleven o'clock, even, the daylight had scarcely faded out of the sky. The weather gradually melted into a warm atmosphere as we pushed forward, and in another two weeks we were glad to take refuge under the awning whenever we appeared on deck to take the customary morning walk.

In the trades there is nothing nicer than to sit on deck and watch the ship as she skims over the water, and when at last old Sol draws into the sea, and the veil of night is drawn around our solitary home, when the stars come out and slyly wink at us, and the silliness is broken only by the splash of waves that break about the vessel's bow, then, and not before, do we fold our camp chairs, and like the Arabs, "silently steal away"—to the cabin.

THE ROCK OF GIBRALTAR.

We passed the rock of Gibraltar late in the afternoon of Feb. 2, beating with a strong head wind in company with a large fleet of ships, and in sight of innumerable feluccas which were sailing close under the land. The weather for the next twenty days was simply perfect, but there was scarcely any wind, and much to our discomfort our progress was necessarily slow. The coast of Spain was finally left behind us, after a great deal of tacking and pulling of ropes and sails, and we came in sight of the snow capped Alps that smiled at us from across the land of hills. The days slipped by and yet we made but little headway. Steamers were passing us every half hour of the day, and the towering land marks which at first were so much admired because a too familiar spectacle and was monotonous in the extreme. Even the blue waters of the fair sea, so much talked about by poets, ceased to interest us, but imparted a reflection of its own cerulean tint and caused us to be very blue indeed. This calm lasted for about ten days, but it breezed a bit at the end of that time and once more we made perceptible strides towards our destination.

Such a dear little bird, all brown and white speckles, came aboard one day when we were off the town of Nice, a distance of at least 25 or 30 miles. He hopped about the deck and picked

up crumbs that were thrown from the galley, and finally perched on a coil of rope singing just the sweetest, gayest song that ever warbler was known to utter. He was caught and brought into the cabin where he made himself very much at home, and seeing the officer's door ajar he found the way in there, hopping onto the open chart, where no doubt his exact position was ascertained.

The captain casually remarked that it certainly was a Nice bird.

BEAUTIFUL MENTONE.

We sailed quite into the harbor of the famous winter resort Mentone, which gleams in the whiteness of its pretty French houses, and is supported on either side by mountains three and four thousand feet high. It is often said of the place that the sun always shines there, and the place is famous for the production of a favorite kind of lemon which is not to be found at other ports in the Mediterranean.

Every morning at sunrise we used to see the mirage of Corsica, looming up against the gold and crimson of the southeastern horizon. It was nearly ninety miles away, but appeared to be not more than ten. As the sun came up it slowly faded away, and in a few minutes nothing was to be seen but the bright blue sea, the radiant morning and our own snug little ship with her shining spars and snowy sails, lazily drifting along with the current or modestly pushing her way through the fretting waters that ever chant that mournful lullaby so familiar to Jack Tar and to those ears it is the sweetest music.

A NEW JAIL.

The County Commissioners Make a Statement and Give Figures.

For the year 1891, there were 190 prisoners confined 933 weeks by Knox County Courts, part being in Auburn Jail, part in Wiscasset Jail, and part in Rockland Jail.

The cost of these men in jail was:

Rockland Jail,	\$1,222 45
Wiscasset Jail,	405 91
Auburn Jail,	733 01
	\$2,361 37

The cost to take these men to jail was:

Rockland,	\$233 24
Wiscasset,	290 00
Auburn,	691 65
	\$1,184 89

ACTUAL COST IN 1891.

Board,	\$2,361 77
Commitments,	1,184 89
	\$3,546 66

As shown by bills approved by the County Commissioners and Supreme Judicial Court for the year 1891.

If those 190 men had all been confined in Rockland Jail 933 weeks the cost would have been:

Rockland Jail, board,	\$2,105 95
190 Commitments in Rockland,	233 21

Making the total if in Rockland, \$2,339 16 || Actual cost in 1891 in all jails, | \$3,546 66 |
| Had they been in Rockland Jail alone they would have cost, | \$2,339 16 |
| Making a saving on prisoners in Jail of | \$1,207 47 |

But this is not all the saving which would be effected. Sec. 15 of Chap. 78, R. S., provides for an inspection of jails by the County Commissioners three times a year; making a cost to Knox County for this inspection of \$100.00 per year. This expense would all be saved with a jail in Rockland. Establishing a jail in Rockland would cause a saving in the running expenses of the County, per year, of \$1307 47 plus \$190, equivalent to \$1497 47, as proved from the files of the Courts. In addition there would be other savings which cannot be reduced to figures. For instance, in many cases the prisoner is confined in jail to await trial and if in Rockland Jail (so called) it is necessary for security to keep a watchman on guard. If not in Rockland, he has to be taken to one of the other jails, kept until term time and then brought back, making the expense per man about double what is given in the foregoing computation.

In addition to these figures there is the amount of money to be saved for home markets. Thus the average cost in jail per year is between two and three thousand dollars. The money raised by taxation in Knox County is now expended in other counties. Build a jail in Rockland and this money will be expended in Knox County. This item alone is worthy of consideration.

With the saving thus shown, and not taking into account the other advantages, a jail can be built at the cost proposed, (\$15,000) the interest paid from year to year and enough applied to the principal from year to year to pay for

the jail in from ten to fifteen years. Read, ponder, reflect, and then vote "yes."

Respectfully,
CHARLES A. SYLVESTER,
MARK AMES,
HENRY J. SLEEPER,
Commissioners of Knox County.

ROCKPORT OBITUARY.

Helen M., wife of C. D. Wheeler and daughter of Capt. Jesse McIntire, died suddenly Wednesday night, about midnight. Her age was 46. Some time ago she was injured by a fall from which she never fully recovered. Rheumatism set in which coupled with heart trouble caused her death. She was a most estimable woman, a neighbor and friend in every sense of the word, always ready to engage in any good work for the good of others, genial and pleasant in all the walks of life and never flinching when duty called her to scenes of sickness or suffering. She was a member of the M. E. Church of this place and proved by her life that she was indeed a Christian. She leaves a large circle of relatives and friends to mourn her untimely death.

The funeral services of Mrs. Albert Hartford, who died quite suddenly last week, were held at the family residence, Wednesday afternoon, Rev. F. A. Snow officiating.



H. M. STANLEY.

Have you examined the Boston Globe's edition Encyclopedia Britannica?

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